

AUTOMOBILES



CONGRESS CAN HELP ROADS

National Aid Could Be Extended to Build Military Highways.

COMMITTEE HAS BEEN CREATED

Made Up of Thirty-One Members, to Whom Anything Pertaining to the Movement May Be Readily Referred.

"Congress has the power to extend national aid to good roads under the interstate commerce clause of the constitution, and the authority to build military highways and to establish post roads. Jefferson thought so, Madison thought so, and so did Calhoun. There is no question about the power of congress in the premises." So asserted Chairman Henry of the rules committee of the house of representatives recently, when he concluded the debate which preceded action that created a committee on public roads, the first time in the existence of congress that the roads question received a recognition which places it among the big subjects now demanding positive national legislative attention.

It will be remembered that the March Federal Aid roads convention in Washington, called by the American Automobile association, through its resolutions committee, asked congress to create a committee to which all roads matters would be referred. Congressman Slomp of Virginia was the author of a speech wherein the convention was urged to ask congress for the committee which has just been named.

Members on Committee.

Twenty-one members have been selected to constitute this committee, with Representative Shackelford of Missouri, as chairman, and the others in the list as follows: Edward W. Saunders, Virginia; Henry A. Barnhart, Indiana; James D. Davenport, Oklahoma; James F. Byrnes, South Carolina; Hubert D. Stephens, Mississippi; John J. Whitacre, Ohio; Robert L. Doughton, North Carolina; John R. Connelly, Kansas; Edward Keating, Colorado; Clyde H. Tavenner, Illinois; Peter G. Ten Eyck, New York; James B. Aswell, Louisiana; Frank L. Dershem, Pennsylvania; C. Bascom Slomp, Virginia; S. F. Prouty, Iowa; Thomas R. Dunn, New York; Howard Sutherland, West Virginia; Milton W. Shreve, Pennsylvania; Edward E. Browne, Wisconsin; Roy O. Woodruff, Michigan.

Of the twenty-one, fifteen are new members of the house. The remaining six have given highways matters some considerable thought. Chairman Shackelford undoubtedly leading in his activities. Byrnes of South Carolina, Slomp of Virginia and Prouty of Iowa, are well-known advocates of federal participation. While Saunders, another Virginian and Whitacre of Ohio, have evidenced interest in the subject. New York has two members on the committee—Ten Eyck and Dunn; Pennsylvania is similarly favored—Dershem and Shreve. Politically there are fourteen democrats, six republicans and one progressive, the last being the Michigan representative.

"That the good roads subject 'has arrived in congress,' there can be no doubt. It was only a year ago that one of the then senators from Oregon, Jonathan P. Bourne, told his colleagues that the 'good roads question was of far greater importance than the pending tariff and currency questions combined.' The joint committee on federal aid, of which Mr. Bourne is the chairman until it completes its report, has accumulated a vast amount of valuable information which is now obtainable in printed form upon application at Room 136, Senate Office building, Washington, D. C.

First American Hard Rubber Base Made by Goodyear

"Although motor truck tires of various types had been made for some years previous to 1908, it can be said that it was in that year that the American hard rubber base tire was born in the Goodyear plant," says C. W. Martin, Manager motor truck tire department, the Goodyear Tire and Rubber company, Akron, O.

"The first order for motor truck tires of the hard rubber base type was received on April 7, 1908, from the Fifth Avenue Coach company of New York. It called for four tires. It took until May 15 to make these tires and ship them.

"A year before this order came in Mr. Litchfield went to Europe and investigated what was known as the Peter Union tire. At that time it was considered the best tire in Europe. On his return we experimented for nearly a year on the vulcanization of hard and soft rubber. Finally we devised two compounds and a cement that worked together. This experimental work brought out the successful way to vulcanize hard rubber to steel, and soft rubber to hard, so that the heaviest loads at the sharpest turns would have no effect upon the tire.

"Mr. Litchfield then set about building the first American hard rubber base tire, patterned after the Peter Union tire. And it was put upon the market in April, 1908.

"At that time our motor truck tire section consisted of two men and one or two molds. This is quite a contrast to the present equipment, which has a capacity of 1,000 tires a day, built in a department employing 300 men. The growth of this department seems marvelous when you stop to think that during 1913 over 90 per cent of the trucks made will go out from the manufacturers equipped with Goodyear truck tires.

"Probably one of the main reasons for the growth of the Goodyear motor truck tire department was the establishment of the experimental engineering department. A number of engineers devote their entire time to study and experiment for the betterment of the truck tire."

"The experimental department later produced the metal base, solid demountable, demountable cushion, side flange and block tires."

SLUMP IN STOCKS DOESN'T WORRY WESTERN FARMER

"The best medicine for the man who is suffering from a case of nerves due to Wall street reports is to mingle with the farmers of the west and hear what they have to say about business prospects."

HE SELLS INTERSTATE AUTOS IN OMAHA.



Sandberg & Ettner, Photo. C. S. M'KEE.

said Frank W. Philling, assistant sales manager of the K-r-t Motor Car company, who has just returned from a trip through most of the states west of the Mississippi.

Truck Makes Good Record With New Firestone Tires

The Firestone hard-base channel type tire on Firestone quick removable rim has proved its efficiency for heavy service. The best testimonial proving the exceptionally good service large truck owners receive from the Firestone Notched-tread tires is that of J. F. Wheeler, who drives a three-ton truck twice a day from Omaha to Millard.

Until a short time ago Mr. Wheeler had been using a continuous tread tire of different manufacture and, because of the severe tests the truck was put to on the country roads, was unable to get traction at all times. When the roads were bad it was impossible for him to make use of his truck.

Three months ago Wheeler purchased Fire Stone Notched Tread tires and found that no matter what the conditions, he is able to use the truck. No difficulty is experienced in getting traction on the roughest of roads and as the tires are more resilient than the others, a great saving is made on both the engine and the whole truck.

The truck is, in most cases, loaded beyond capacity, but tires do not show signs of wear. Mr. Wheeler remarked that even though the tires did wear out sooner than others, it would be beneficial to buy Firestone because of the non-skid qualities and the fact that the truck may be used at any and all times.

An additional advantage in the Firestone is the quick removable rims. These rims abolish delays and lay-ups for tire repairs.

Aid to Contentment.
The motor car is a creator of happiness and optimism. It has done more to make the American people a happy, cheerful crowd of contented workers than any other invention in the history of the world. Such is the remarkable statement made recently by Harry R. Radford, vice president and general manager of the Cartercar company, Pontiac, Mich.

Regal

The Lowest Priced Underslung Car

The superior values of the Underslung construction have been universally recognized not only in this country but in every part of the world. They are safe, efficient, lasting, attractive cars, built to ride easy on smooth boulevards or on rugged cross country roads.

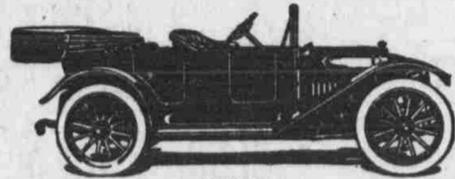
All the proven underslung merits are found in the Regal—the lowest priced Underslung car in the world. We can give you the best values for the lowest price because of our long experience in building Underslugs, our organization of expert auto builders and our vast factory facilities.

We've grown from hundreds to thousands. Regals are found the world over. That means the world has endorsed the Regal.

If you ride in a Regal you'll also endorse it.

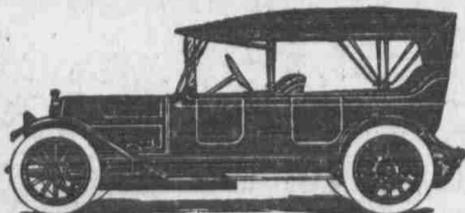
T. G. NORTHWALL CO.
914 Jones Street

REGAL MOTOR CAR CO., DETROIT



\$950

Regal Model "T" Underslung Touring Car
Extra equipment, top, windshield and speedometer — \$75 (EST.)



Your Car Is No Better Than Its "Road Bed of Power"

Even though you select highest quality in every other part of your car, you will get only a poor value if you are content with poor bearings.

Inter-State motor superiority in itself is not complete—there must be a perfect road bed for that power to reach the wheels.

The bearings used in the Inter-State are the very best that we can buy—you are always sure of "full power" at the rear wheels.

6 Cylinder—45 H.P.—132-Inch Wheel
Base—Electrically Started and Lighted **\$2750**

INTER-STATE AUTOMOBILE CO.
215 South 15th Street, Omaha, Nebraska.

Built by THE INTER-STATE AUTOMOBILE COMPANY, Muncie, Ind.

FACTS, versus NEAR-FACTS about six cylinder cars

WE REGRET THAT SOME MAKERS of sixes are prone to indulge in statements and to advance claims for sixes that when they are not ridiculous are, to say the least, inaccurate and therefore misleading.

EVIDENTLY INTENDED to appeal to the unthinking or the uninformed such claims cannot but make the judicious grieve. And we, as one of the leading makers of sixes, feel that the six cause is injured rather than advanced by such tactics.

WE FEEL VITALLY CONCERNED—because, you will recall, it was our unequivocal statement, made in an ad some months since, that precipitated the tremendous demand for sixes. We said, "You are entitled to a six," if you are buying a car above a certain price or of more than certain horsepower. You recall that ad of course.

WELL, THAT STARTED THE TROUBLE, Makers who had not anticipated the six demand found themselves compelled to make sixes by adding two to the four they already had in the old model. These makers very evidently had not believed in sixes before that. Made them under pressure, as it were.

PERHAPS THAT EXPLAINS WHY such makers are now claiming unreasonable—and impossible things for the six type of car. They don't know—never having been thoroughly converted. Like the Chinaman, they embrace our religion for revenue—but return to Confucius as soon as they return to China.

WE BELIEVE IN SIXES—PROFOUNDLY. That is why we regret to see the cause injured by misplaced zeal—that's a charitable term, isn't it?

LET US TAKE A FEW of the more glaring and more general of the mis-statements. We can't take all of them. Space forbids. But a few.

YOU DON'T BUY A SIX FOR SPEED—that is to say, the man who knows doesn't. A glance at the speed records of the past should teach one that. Yet the assertion is made by many makers that the six is faster than the four. No. 1—nailed. Of this more later.

THE SIX WILL NOT CLIMB steeper hills on "high" than a four of the same weight and power. Again, you can prove it by the records. Such a statement is therefore as futile as it is foolish.

NOR WILL THE SIX GET AWAY QUICKER than a four. This last is a frequent offender. Away with him.

LET US BE REASONABLE—what's the use of making assertions that anyone at all familiar with such things can immediately disprove? Especially when there is so much of truth to be said about sixes that will appeal to the judicious—to men who know.

HERE ARE SOME FACTS about sixes—that is to say, sixes that are true to name, having been designed, as the Maxwell "50-6" was designed, from the ground up as a six, by an engineer whose religion was sixes, and who knew wherein the six principle excelled—and how to obtain the result.

FIRST LET US ESTABLISH a standard—a basis—for our considerations. This is essential because it is the custom to carelessly compare a "60-6" with a "40-4."

FOR EXAMPLE—and this is the reverse side of the picture—you have often heard it stated that the six uses more gasoline than a four. It isn't true. Or else it is a mighty poor six. Probably—most likely—a "converted four." (Have you a copy of our booklet "Two Added to Four Does Not Make a Six"? No? Send for it. It's good!)

THE MAXWELL "50-6" averages about 14 miles per gallon of gasoline—on average country roads. No four-cylinder, seven-passenger car will average more. (Query—pertinent query: Does a car ever "average" considering there are no "average" roads or drivers?)

HOW THEN DOES IT HAPPEN we so often hear of the "lack of fuel economy" of the six? Simply because folk compare a "60-6" with a "40-4" or thereabout. The maker adds two cylinders to the former four; the customer buys the later model and—says it uses more gasoline! It doesn't—or rather, it certainly shouldn't—use more than fifty per cent more. And of course it is entitled to that by every rule.

NOW WE DO CLAIM for the Maxwell "50-6" that it gives more miles per gallon of gasoline than a four of the same passenger capacity and power—but, frankly, the difference is so slight and the difficulties of demonstrating the fact so great—since as we've noted roads are never "average" nor other conditions the same—we do not use it as a selling argument.

THE SAME IS TRUE OF SPEED. The six is as fast as a four of the same power and weight and passenger capacity—etc., etc. But it is not faster. May not be quite as fast in fact—for in the six we forego excessive speed in favor of the greater luxury.

IF FIFTY MILES IS FAST ENOUGH for you in the car you buy for pleasurable riding with the whole family—then the Maxwell "50-6" is fast enough, for it will do that nicely, easily and safely.

BUT IF YOU WANT SEVENTY miles per hour—we keep a list, for the convenience of our customers, of the places in our town where they sell that kind of freak car. If you hurry you may be able to get one before the maker goes broke—for makers of that kind of freak car almost invariably do go broke.

OR IF YOU WANT TO CLIMB up the side of a house "on high"—we don't make that kind, either. You can get them—lots of them. Very cheap the second season, too. Very cheap.

OH! YES! WE FORGOT! You wanted to know why, if the six will not go faster or climb a steeper hill than a four—why should you buy a six? That's easy. Listen!

WHILE WE DO NOT CLAIM that the six will climb a hill the four won't, we do claim that any good car will climb any hill you will ever encounter. And, that said, we advance the great claim for the six—it will climb the same hill so much more smoothly and live to do it so many times more.

GET THAT—IT'S THE KERNEL. It's the real reason for the six in high-powered, high-class cars. While the four may make the hill "on high" it does it with an apparent effort, jerkily, squeakily and—painfully—to the man who pays the bills. The six does it no faster—but oh! so much sweeter, smoother—without effort or sound. And it lives to repeat the performance years after the four has ceased to perform even on the level.

THE SAME IS TRUE of the quality of "getting away" we hear so much about. Theoretically and perhaps actually—the six, because of its even pull, does get away a trifle faster than a four. Perhaps it does. But what does it matter? You "get away" fast enough to please the passengers in the tonneau in any event. Too fast mostly.

BUT IT'S THE FACT THAT YOU CAN close your eyes and not be conscious that you are moving until you have gone several yards, that makes you love the six and decline to consider a four of the same price and capacity once you know the difference.

THE CLUTCH LASTS LONGER; gears live four times as long; the whole car possesses greater longevity when the power comes from a smooth-running perfectly-balanced six. Try it—you will be surprised. And delighted.

EASIER ON YOUR NERVES, TOO. Now this may sound ridiculous, but you can easily verify its truth. The six is a veritable tonic for the nerves—after driving a big, pulsating, puffing, pounding four. You are not conscious that you feel every impulse of that big four—but you do. The gear teeth clash between every explosion of the motor—and you feel every blow, too. Try it now and see.

THE SIX IS SWEET-RUNNING—silent, perfectly balanced. Absolutely devoid of sound. Nor are you conscious of the motor or of motion, save the delicious one of skimming over the road and breathing the pure air while you converse in normal tones.

THESE ARE THE QUALITIES that have won for the six its pre-eminence among high-powered cars—say 40 and over. And they are qualities that, once known and appreciated, appeal to the man who buys his car for pleasure and who doesn't want to buy a new one every year or two.

THE SIX LIVES LONGER—and gets more out of life while it lives. It costs little more in the first place—and a lot less afterwards.

GREATER SPEED—NO! Superior hill-ability—doubtful. Quicker "get-away"—perhaps.

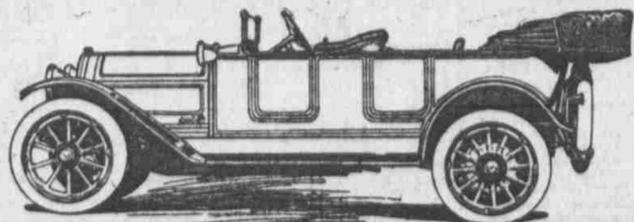
BUT WHAT ARE THESE compared with the incomparable sensation of "holding the reins" over the silent, powerful, vibrationless six or riding in the luxurious tonneau where every seat is the "best seat."

THE SIX GIVES YOU THE SAME kind of ride on country roads that the silent sweet-running electric gives you on the asphalt pavement. That is to say, the Maxwell "50-6" does. We can't speak for the others.

BEST WAY FOR YOU TO FIND OUT is to have a ride in the Maxwell "50-6" and then ask the other man to duplicate its performance as well as its beauty at anywhere within \$500 of its price. The demonstration will be a revelation.

J. M. OPPER,
District Manager.

United Motor Omaha Company, 1122 Farnam Street, Omaha



Maxwell "50-6" — \$2350 Completely Equipped
A Silent, Smooth-Running, Self-Starting, 7-Passenger Touring Car